



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO
Luis Manuel Ramirez, General Manager & CEO



**Fiscal and Management Control Board
Transportation Board Room
10 Park Plaza
September 17, 2018
*MEETING MINUTES***

Present: Director Joseph Aiello, Director Steven Poftak (departed at 4:01 p.m.), Director Brian Shortsleeve, Director Brian Lang and Monica Tibbits-Nutt (departed at 3:54 p.m.)

Quorum Present: Yes

MassDOT Board Members for Joint Portion of Meeting:

Chair Stephanie Pollack, Director Monica Tibbits-Nutt, Director Dean Mazzaella, Director Tim King, Director Robert Moylan, Director Steven Poftak, Director Brian Shortsleeve, Director Joseph Sullivan, Director Betsy Taylor

Others Present: General Manager Luis Ramirez, Deputy General Manager Jeffrey Gonneville, General Counsel Marie Breen, Owen Kane, Jim Eng, Nathan Peyton, Scott Hamwey, David Mohler

At the call of Chairman Joseph Aiello, a meeting of the Fiscal and Management Control Board (FMCB) was called to order at 1:31 p.m. at the State Transportation Building, Transportation Board Room, 10 Park Plaza, Boston, Massachusetts joining the MassDOT Board of Directors (Board) Meeting for Joint Board presentations.

Secretary Pollack called upon Chair Aiello to present Agenda 12, Report from the Fiscal and Management Control Board. Chair Aiello provided the Board with actions taken and topics discussed and at the last three meetings of the FMCB.

Chair Aiello stated that on July 16 the FMCB received updates on the Red/Orange Line Program, Safety, Commuter Rail Vision, Commuter Rail Performance and the Better Bus Initiative.

Chair Aiello continued, that on August 13, the FMCB received updates on Pay Go Capital, Bond and Debt Portfolio, Red/Orange Line Future Reliability Planning, Ridership, AFC 2.0, Commuter Rail Performance and Bus Service Planning. Additionally, the FMCB voted on a new Capital Expense Policy, a land sale adjacent to the Newburyport Commuter Rail station and the purchase of diesel fuel for commuter rail operations.

Chair Aiello concluded that at the September 10 meeting, the FMCB received updates on parking rate changes, Alewife Garage project, Late Night Pilot, improvements to the MBTA BackONTRack performance data, Transit Asset Management Plan and LEAN. Additionally he noted that contracts were approved for the Green Line Type 10 vehicles Engineering and Program Management Services and for Engineering Services for the Red Line Number 3 Car Reliability Program. Additionally, it was announced that the \$10 Commuter Rail weekend rate would be extended through December 2018.

Next, Chair Pollack called upon MassDOT Deputy Rail Administrator Jim Eng to present Agenda item 13, South Coast Rail (SCR) Update. Mr. Eng provided the Board with a list of the FY19 deliverables which included: completion of design for Phase I by May 31, 2019; finalization of permitting; acquisition of all land needed for stations, layovers, row and signals equipment; procurement of long-lead items (special trackwork); awarding and the start of construction on early action projects (culverts and 4 bridges); the laying of groundwork for FY20 major construction projects and the establishment of a procurement process for coaches. Mr. Eng continued with the planned FY2019 spending and program management.

Mr. Eng concluded with early action organization status and indicated that he himself will lead this program team after being recommended by the Secretary and the General Manager, as set forth in the attached document labeled “South Coast Rail – Phase I Service Project Briefing, September 17, 2018.” Extensive discussion ensued.

Chair Aiello requested a detailed discussion within the next two weeks of how the MBTA/MassDOT is going to understand and manage the risk and also the assurance to make sure there is independent and appropriate signoffs among all the agencies involved at every step of the way.

On motion duly made and seconded, it was:

VOTED:

Effective September 17, 2018, the Fiscal and Management Control Board (the “Board”) hereby delegates to the General Manager, or his designee, the authority to execute in the name and on behalf of the Massachusetts Bay Transportation Authority (“MBTA”), all construction contracts and agreements and all real estate takings, acquisitions, instruments and agreements related to the South Coast Rail Project, with a value of \$3,000,000 or less; provided, however, that any change orders, extra work orders, and amendments to any such agreements that increase the initial contract amount above \$3,000,000 shall require approval of the Board, and further, that any change orders, extra work orders and amendments to any such contract that increase a contract with an initial value of more than \$3,000,000 by ten percent or more, shall require approval of the Board.

VOTED:

Except for construction contracts and real estate agreements identified above, the General Manager, or his designee, is authorized to execute in the name and on behalf of the MBTA, all contracts, instruments, and other agreements with a value of \$1,000,000 or less, related to the South Coast Rail Project, including professional services, permits, licenses, grant applications and approvals, employment agreements, purchase orders and contracts for the purchase of goods and materials, requests for reimbursements, including, but not limited to, reimbursements from federal agencies, agreements with other political subdivisions, commissions, authorities, and agencies; provided, however, that any change orders, extra work orders, and amendments to any such agreements or instruments that increase the initial contract amount above \$1,000,000 shall require approval of the Board, and provided further, that any change orders, extra work orders and amendments that increase a contract or other agreement with an initial value of more than \$1,000,000 by ten percent or more shall require approval of the Board.

Next, Chair Pollack with agreement from Chair Aiello agreed to move Agenda

Item 14, Commuter Rail Vision update, to a future meeting.

Next, Chair Pollack call upon Executive Director, Office of Transportation Planning David Mohler to present the final Joint Agenda Item 15, Allston Multi-Modal Update. Mr. Mohler provided the Boards with an update on the many ongoing elements of Allston/I-90 project, defined timelines and responsibility for each project element and described the current public outreach process for the project, as set forth in the attached document labeled “I-90 Allston Intermodal Project, September 17, 2018.” Discussion ensued.

VOTED: to adjourn the MassDOT Board of Directors Meeting at 2:34. p .m.

Chairman Aiello asked for a five-minute recess before beginning the Fiscal and Management Control Board only portion of the meeting.

The Chair opened up the public comment session.

The first speaker Rep. Adrian Madaro commented on the Blue Line and Red/Blue Line Connector.

Next, former Transportation Secretary Fred Salvucci commented on the Red/Blue Line Connector.

Next, Patrick Hoey from the Boston Transportation Department commented on Focus40 and Red/Blue Line Connector.

Next, Eugene Benson commented on the Red/Blue Line Connector.

Next, Kathryn Carlson from A Better City commented on Focus40.

Next, Tim Lawrence from Transit Matters commented on the Red/Blue Line Connector and submitted a statement related to the Red/Blue Line Connector with 750 signatures.

Next, Maria Belen Power, Executive Director of GreenRoots, along with Indira Gavmenia, Paula Garrity, Maureen Cawley, Roseann Bongiovanni, Louise Baxter from TRU, Kristiana Lachiusa from Livable Streets, Amy Laura Cahn from the Conservation Law Foundation and Chris Dempsey from T4MA Advocacy Coalition all commented on Chelsea Transit Options.

Statements of Maggie Griffith Williams and Marcos Luna were read regarding Chelsea Transit Options.

Next, Chair Aiello moved forward to Agenda Item 19 – Chelsea Transit Options. General Manager Ramirez prefaced the presentation discussing the recent efforts of the MBTA and the communication between the MBTA and the City of Chelsea relative to solutions to the transit problems currently experienced by the riders.

Deputy General Manager Jeffrey Gonneville continued providing a background of Route 111 noting that it is the primary link between Chelsea and

Boston and that it has the third highest ridership of all MBTA bus routes. Mr. Gonneville continued with identifying investments of over \$75 million since the Spring of 2018, such as early morning service added to Route 117, Chelsea Gateway Silver Line Service, increased transparency – matching schedules with actual service delivery. Additionally, he stated that in September there will be 5 additional operators and dedicated people and vehicles for Route 111. Also, there will be additional late night service between 10 p.m. and midnight on Route 111 and more service on Routes 116 and 117.

Mr. Gonneville continued with outlining the service investment in Silver Line 3 to Chelsea with the four new stations dedicated to providing SL3 service, which has been completed, and the relocation of the Chelsea Commuter Rail Station to the Chelsea Gateway Silver Line stop.

Mr. Gonneville outlined the transit options on SL3 and commuter rail once MassDOT bridges are under construction. The MBTA will continue to implement change through quarterly service updates and the Better Bus Project and will continue enhanced oversight along Route 111 to ensure consistent resourcing levels.

Mr. Gonneville concluded his presentation noting that the MBTA will explore partnership opportunities with the City of Chelsea and will continue to focus on further changes that will enhance riders use of the system as set forth in the attached

document labeled “Chelsea Transit Options, September 17, 2018.” Discussion ensued.

Director Lang noted the complexity of the situation and stated that communication is key between the MBTA, MassDOT, City of Boston and the City of Chelsea. Director Lang recommended that the MBTA take a leadership role in the formation of a task force with representation from the City of Chelsea, MBTA and MassDOT to further look into the situation.

Chair Aiello thanked Directors Lang and Tibbits-Nutt for the initiative they have taken on this issue. Mr. Aiello reminded the audience and the Chelsea community that the Board, the MBTA, MassDOT and senior leadership are always and will continue to be committed to the communities they serve.

Next, Chair Aiello called upon Mr. Ramirez to present Agenda Item 16, the General Manager’s Report. Mr. Ramirez provided the Board with an update of MBTA’s response of the MBTA to the recent gas issue in Merrimack Valley. Mr. Ramirez continued with an update of service impacts on the Haverhill commuter rail line and the announcement of a new twitter handle which will provide live updates of parking capacity at various facilities, as set forth in the attached document labeled “General Manager’s Remarks, September 17, 2018.” Discussion ensued.

Next, Chair Aiello called upon MassDOT Manager of Long-Range Planning Scott Hamway to present Agenda item 18, Red/Blue Line Connector. Mr. Hamway

provided the Board with a summary of the demographics/land use analysis from the Red-Blue Connector re-assessment that focused on growth and changes in population trends since the 2010 DEIR. Mr. Hamway concluded with a schedule of upcoming Board presentations, as set forth in the attached document labeled Red-Blue Line Connector – Update to 2010 Feasibility Study: Population/Land Use September 17, 2018.” Discussion ensued.

On motion duly made and seconded, it was:

VOTED: to adjourn at 4:15 p.m.

Document relied upon for this meeting:

South Coast Rail – Phase I Service Project Briefing, September 17, 2018

I-90 Allston Intermodal Project, September 17, 2018

General Manager’s Remarks, September 17, 2018

Chelsea Transit Options, September 17, 2018

General Manager’s Remarks, September 17, 2018

Red-Blue Line Connector – Update to 2010 Feasibility Study: Population/Land Use
September 17, 2018